

# State Route 347 at Union Pacific Railroad Revisions to Recommended Alternative

## Reevaluation of Environmental Assessment Public Review

July 14, 2016

Maricopa Unified School District Administrative Offices

ADOT study No. 347 PN 172 H7007 02D | Federal study No. 347-A(204)T



# Welcome and Agenda

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- ▶ Introduction of study team
- ▶ Meeting purpose
- ▶ Study area
- ▶ Study purpose and need
- ▶ Initial screening method and criteria
- ▶ Candidate Alternatives
- ▶ Revisions to Recommended Alternative
- ▶ Reevaluation of Environmental Assessment (EA)
- ▶ Next Steps

# Design Team

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- ▶ John Dickson, ADOT Project Manager
- ▶ Emily Lester, ADOT Environmental Planner
- ▶ Dave Edwards, ADOT Right of Way
- ▶ Bill Fay, City of Maricopa
- ▶ Elijah Williams, Consultant Study Manager
- ▶ Jeremy Casteel, Consultant Environmental Planner
- ▶ Eunice Chan, Federal Highway Administration Area Engineer

# Meeting Purpose

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- ▶ Provide an overview of the previously completed alternative selection process
- ▶ Discuss progress made
- ▶ Present refinements to recommended alternative
- ▶ Meet with design team
- ▶ Have your questions answered and provide an opportunity to incorporate your input

# Project Area

- ▶ UPRR and SR 347 intersection
- ▶ The project area is within the City of Maricopa



# Project Area

- ▶ UPRR and SR 347 intersection
- ▶ The project area is within the City of Maricopa
- ▶ The Heritage District surrounds the intersection
- ▶ The Ak-Chin Indian Community is one-half mile south of the project area



# Purpose

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- ▶ The purpose of the project is to evaluate potential grade separated crossings of the Union Pacific Railroad tracks and recommend a solution that would improve access, mobility and address congestion on SR 347.

# Need

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- ▶ The city of Maricopa is one of the fastest growing communities in the nation
  - Population has grown from 4,000 residents to 45,000 residents in the last decade
- ▶ SR 347 is the main transportation corridor through the community, serving as a regional connector to major employment and recreation areas
  - Daily traffic averages approximately 31,000 vehicles per day
  - Future traffic study projections (2040) show as many as 67,000 vehicles per day



# Need

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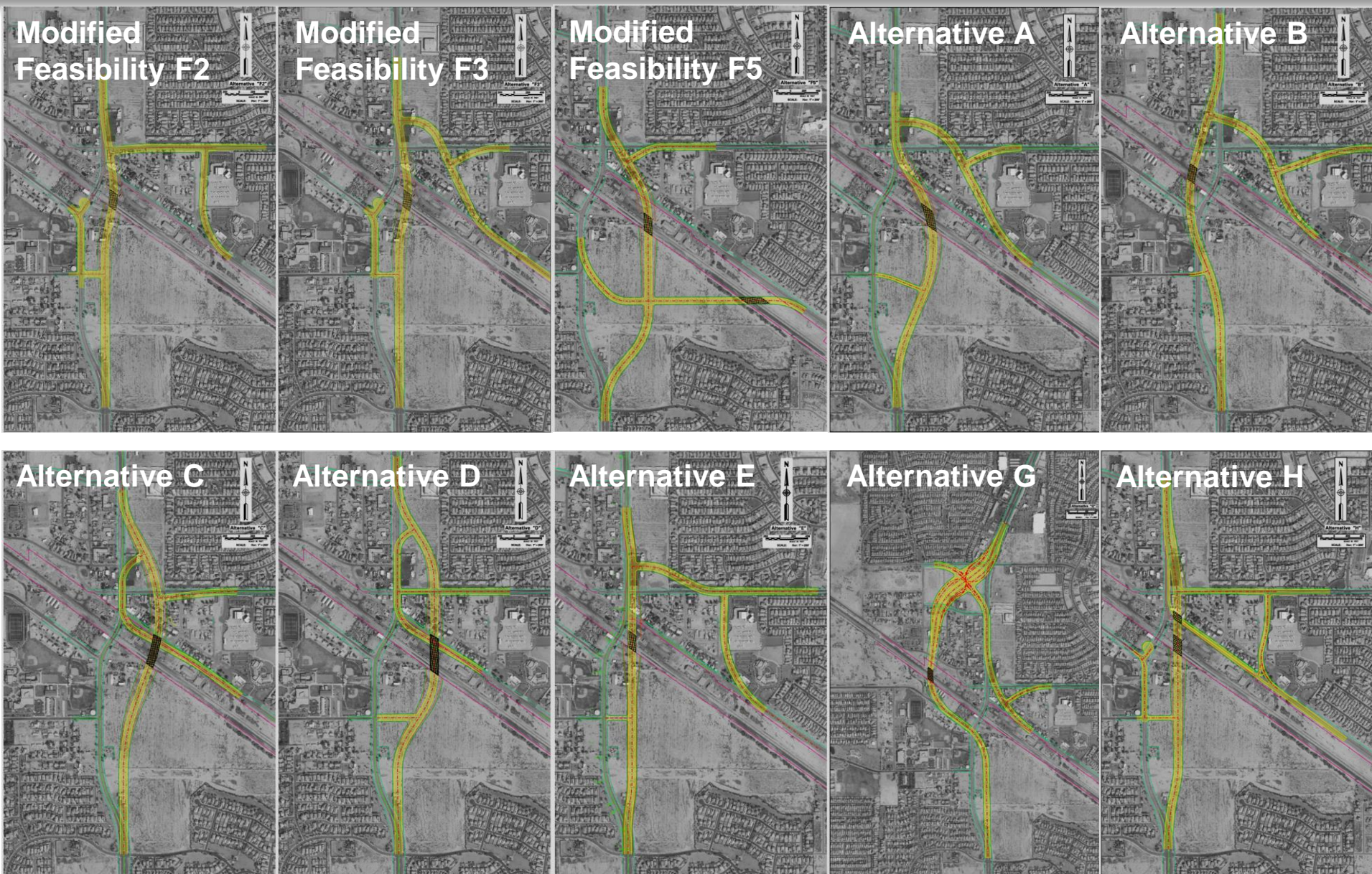
- ▶ SR 347 crosses the existing Union Pacific Railroad, which is currently double tracked
  - Currently about 40 trains per day
  - Plans for more than 100 trains per day in the future
- ▶ Amtrak's Maricopa Station is located adjacent to the SR 347/UPRR intersection
  - Passenger operations routinely stop traffic for 10 to 30 minutes resulting in substantial traffic delays

# Alternatives

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## **10 build alternatives were previously evaluated**

- Three alternatives came from a 2007 Feasibility Study
- Seven additional concepts were evaluated
- No-build alternative

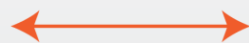




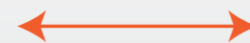
# Screening Results

Evaluation Criteria	Alignment Alternatives									
	Alt A	Alt B	Alt C	Alt D	Alt E	Alt F2	Alt F3	Alt F5	Alt G	Alt H
Maintenance of Traffic/Constructability	● 4	● 1	● 3	● 3	● 2	● 2	● 2	● 2	● 1	● 3
Minimum Design Speed (Other Arterials)	● 5	● 5	● 3	● 3	● 5	● 5	● 3	● 4	● 5	● 3
Drainage/Floodplain Impacts	● 3	● 3	● 3	● 3	● 3	● 3	● 3	● 2	● 3	● 3
Cultural Resources	● 5	● 5	● 5	● 5	● 5	● 5	● 5	● 5	● 2	● 5
Physical and Natural Resources	● 3	● 3	● 3	● 3	● 3	● 3	● 3	● 3	● 3	● 3
Lane Miles/Future Maintenance	● 3	● 3	● 3	● 3	● 4	● 4	● 4	● 3	● 2	● 3
Section 4(f) Resources	● 5	● 4	● 5	● 5	● 5	● 5	● 5	● 5	● 5	● 5
Right-of-Way	● 3	● 3	● 3	● 3	● 4	● 4	● 4	● 3	● 1	● 4
Utility Conflicts	● 2	● 1	● 3	● 3	● 3	● 3	● 3	● 3	● 3	● 3
Residential/Commercial Impacts	● 1	● 1	● 2	● 2	● 2	● 4	● 1	● 3	● 1	● 4
Traffic Operations	● 3	● 3	● 2	● 1	● 2	● 2	● 3	● 4	● 1	● 4
Multi-Modal Transportation	● 3	● 3	● 4	● 4	● 3	● 3	● 3	● 2	● 2	● 4
Preliminary Cost Estimate	● 3	● 2	● 3	● 3	● 3	● 4	● 3	● 3	● 1	● 3
Total Score	43	37	42	41	44	47	42	42	30	47

Highest Impact/  
Worst Performance



Moderate Impact/  
Ave Performance



Lowest Impact/  
Best Performance

● 1pt

● 2pts

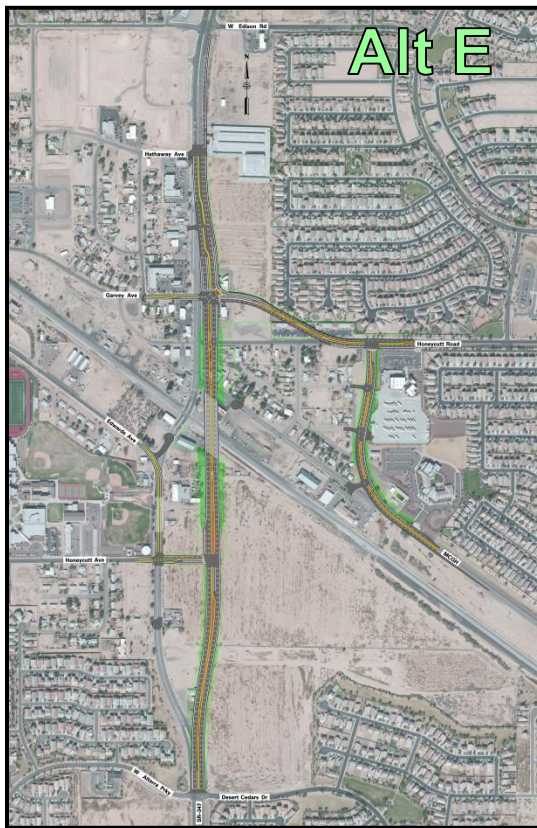
● 3pts

● 4pts

● 5pts

# Screening Results

- Three build alternatives, plus the no-build alternative were recommended for further refinement/evaluation



# Alternative Development

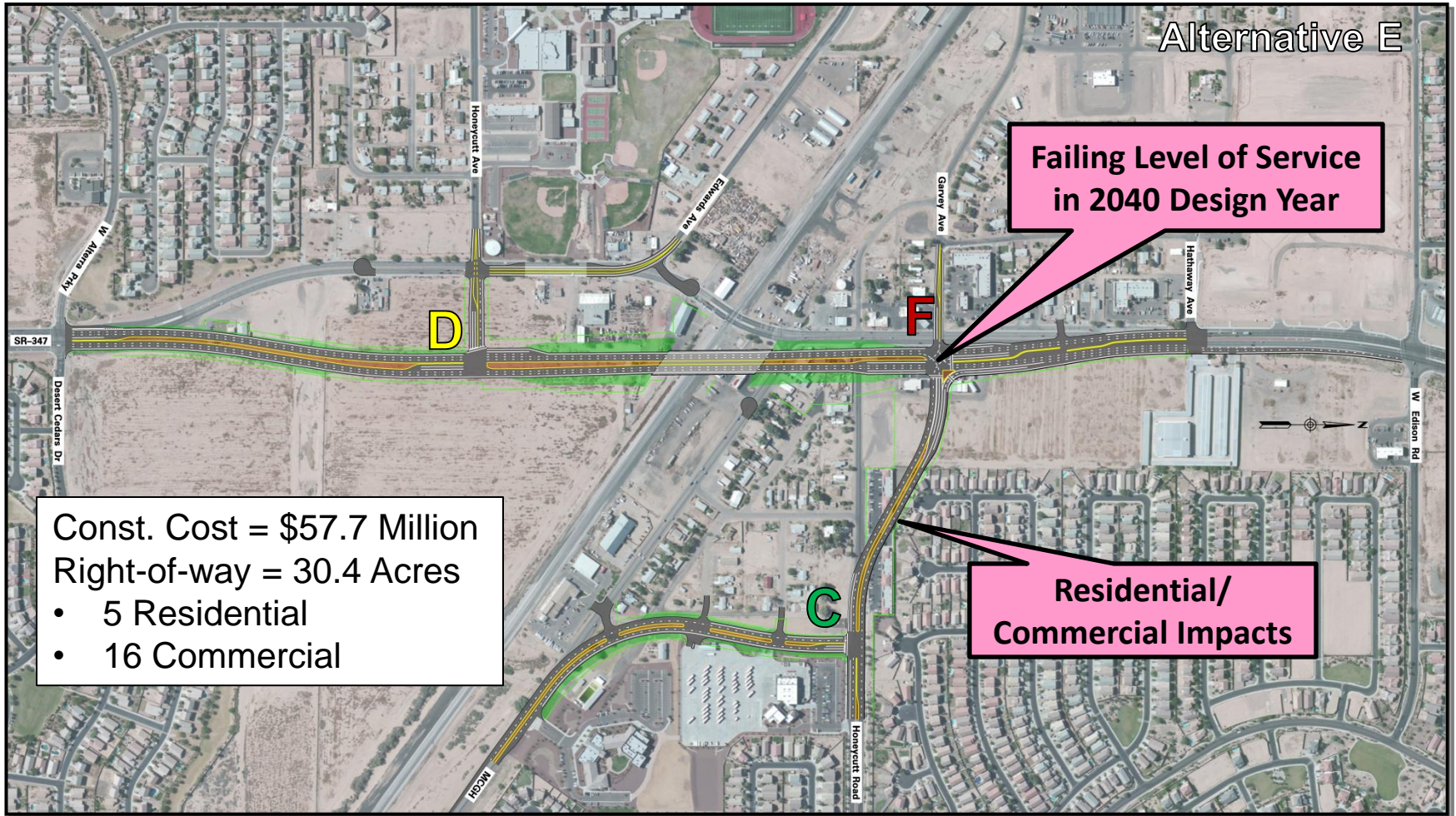
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The three alternatives were developed in greater detail.

- Roadway profiles refined
- Right-of-way impacts
- Environmental Assessment (Cultural, Biological, 4(f), Air Quality, Noise/Visual, Drainage, etc.)
- Construction cost estimates
- Traffic operations (Intersection Level of Service Analysis)
- Access to properties

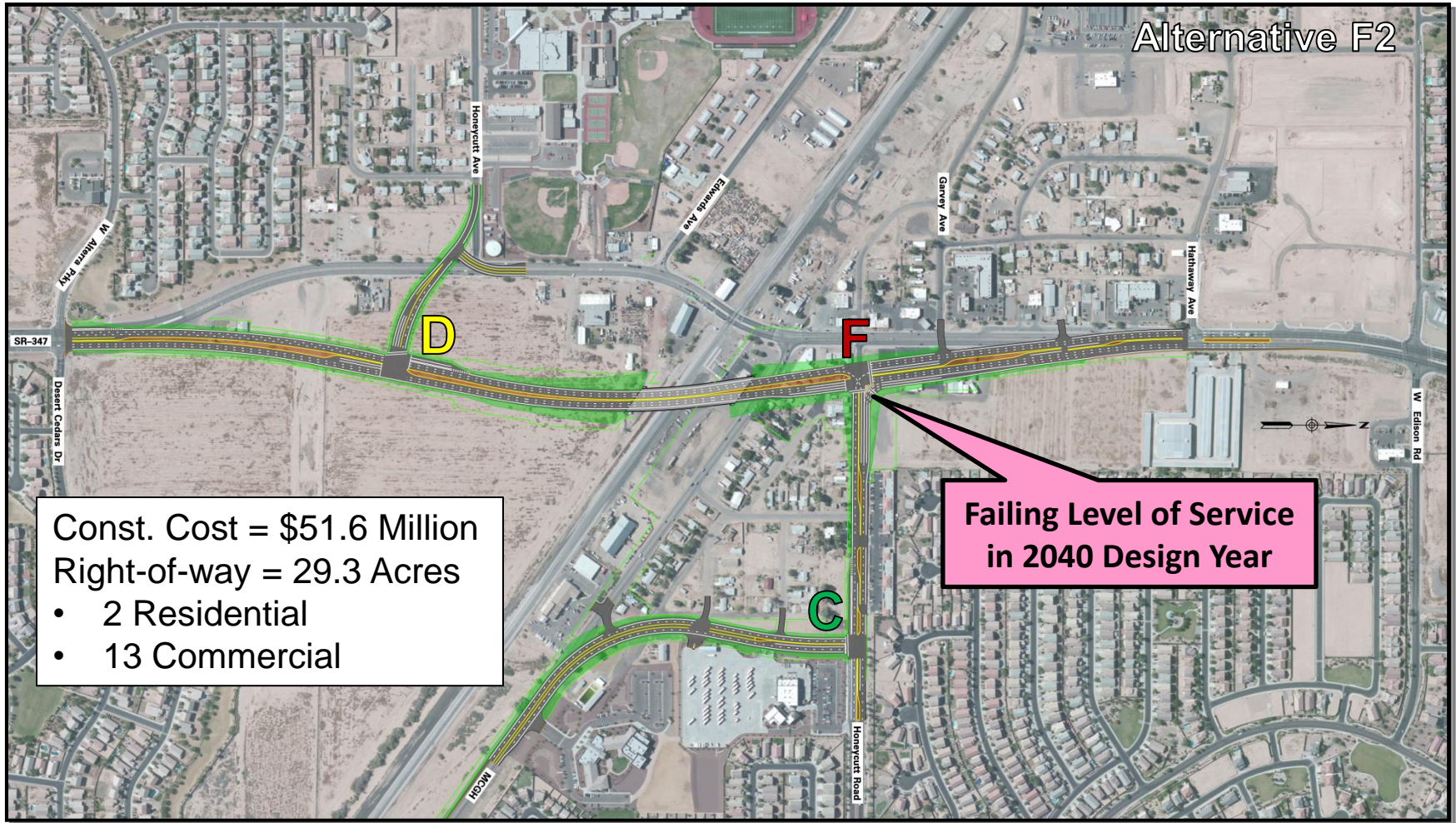


# Alternative E (Not Recommended)





# Alternative F2 (Not Recommended)





# Alternative H (Recommended)



# National Environmental Policy Act Process

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- ▶ Federal Law(s) requiring federal agencies or agencies using federal funds to assess the environmental effects of their proposed actions.
- ▶ Potential effects evaluated pertain to natural, social and economic concerns.
- ▶ Process provides an opportunity for the public and agencies to offer input and/or comment
- ▶ Assists in the final decision-making process

# What is an Environmental Assessment (EA)?

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- ▶ A document that is prepared to comply with the National Environmental Policy Act, or NEPA, which includes:
  - The need and purpose of the project
  - The alternatives evaluated
  - The environmental impacts of the recommended alternatives:
    - Land use, environmental justice, cultural resources, hazardous materials, etc.
  - Coordination with agencies and the public

# What is an Environmental Assessment (EA)?

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- ▶ An EA is developed when the significance of potential project impacts are uncertain. The result of the document is a Finding of No Significant Impact (FONSI) or the need for an Environmental Impact Statement.
- ▶ The EA was completed in Spring 2015.
  - Public scoping meeting July 10, 2012, Public Alternatives Overview meeting June 6, 2013, and Public Hearing December 3, 2014.
  - Public input was considered during design and all comments were recorded within the EA.
  - The Final EA and FONSI were signed by the Federal Highway Administration on March 18, 2015.

# What do design revisions mean for the EA?

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- Design revisions will require the need for the continuation of NEPA.
- A Reevaluation of the EA will determine if the final EA and FONSI remain valid.
- Impacts susceptible to changes and under review will included, but are not limited to: Land ownership and Land use, Demographics and Environmental Justice, and Cultural Resources.
- **Public input is important to this process. Comments and questions will be addressed in the EA reevaluation. All comments must be submitted by July 28, 2016.**

# TIGER Grant

## (Transportation Investment Generating Economic Recovery)

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- ▶ Federal grant program that funds infrastructure improvements with the potential to promote economic growth.
- ▶ State was awarded a \$15 million grant to help fund the SR 347 bridge over the railroad tracks
- ▶ Specific schedule deadlines must be met to be eligible to receive federal funds.

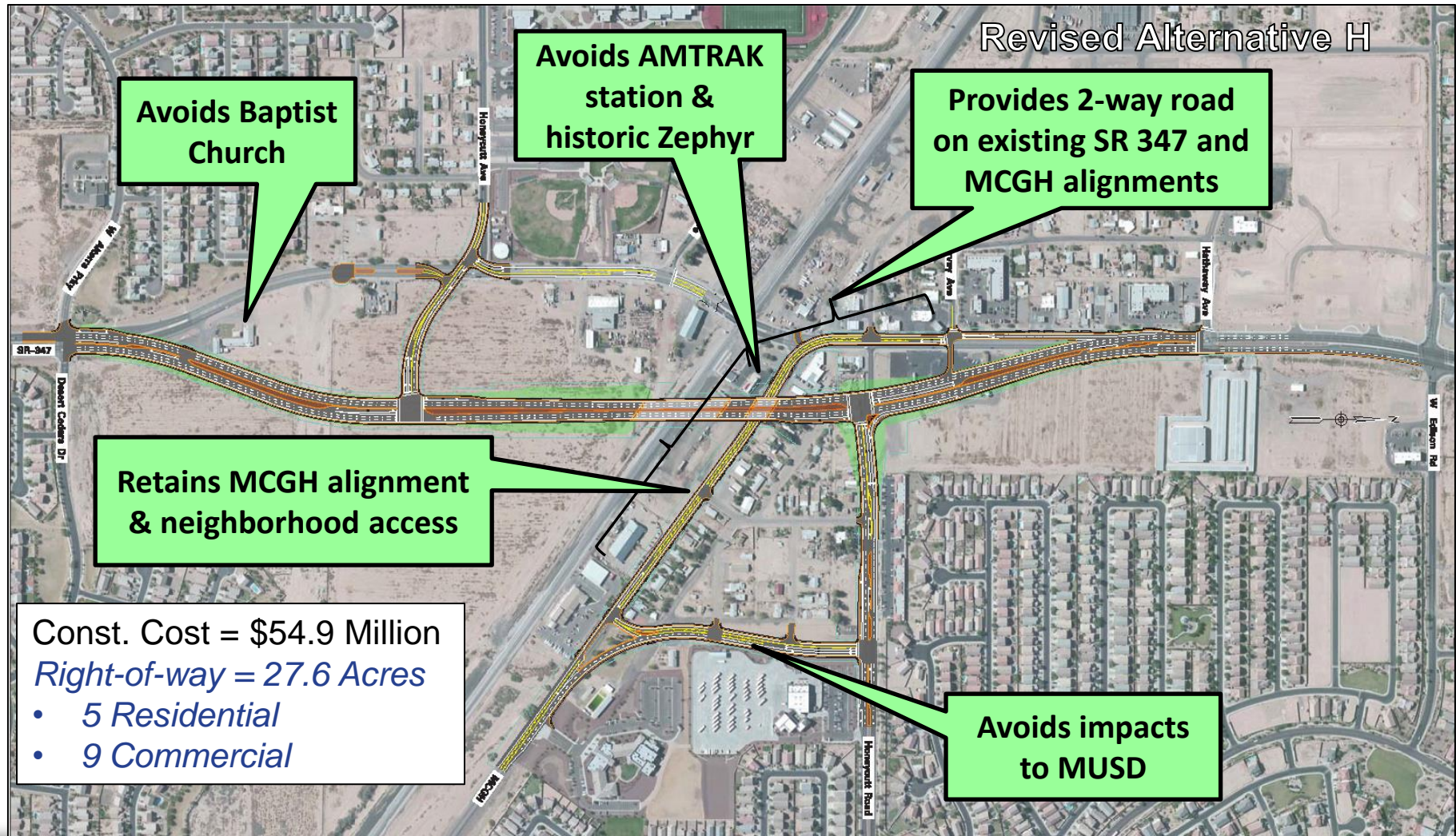
# Cost Risk Assessment & Value Engineering (CRAVE)

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- ▶ Evaluates potential risks to completing the project and develops mitigation strategies
- ▶ Looks at possible engineering alternatives that enhance the overall value of the project



## Alternative H (Revised)

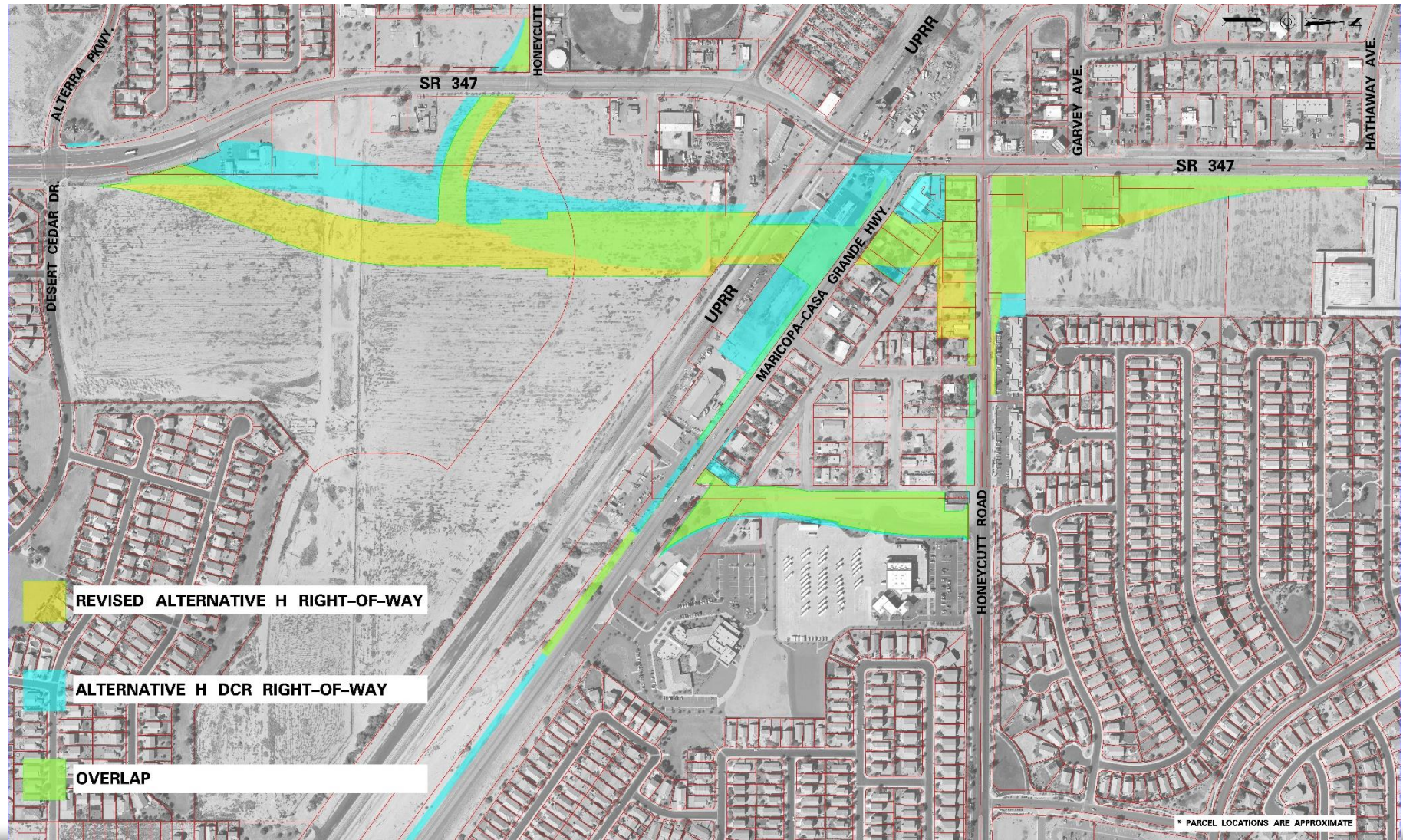








# Right-of-way Differences



# Next Steps

Feasibility Study Report Completed in 2007

DETAILED STUDY

Initial Scoping

Summer 2012

Alternatives  
Development –  
Environmental  
Studies

Summer/Fall 2012

Initial Design  
Concept Report –  
Draft Environmental  
Study

Winter 2014

Final Design  
Concept Report –  
Final Environmental  
Study

Spring 2015

1

We are here

FINAL STEPS

Design and  
Reevaluation of EA

Summer 2016-2017

Right-of-way  
Acquisition

Summer 2016-2017

Construction

Fall 2017-2019

Maintenance and  
Monitoring

Winter 2019

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# Your input is Important

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Comments must be received or postmarked by August 15 to be included in the meeting record

- Provide comments tonight
- Mail in written comments
  - c/o SR347, 1655 W Jackson, #126F, Phoenix, AZ 85007
- Email comments – [SR347@azdot.gov](mailto:SR347@azdot.gov)
- Phone - 855.712.8530

**Thank you  
for attending**